

The China Mail.

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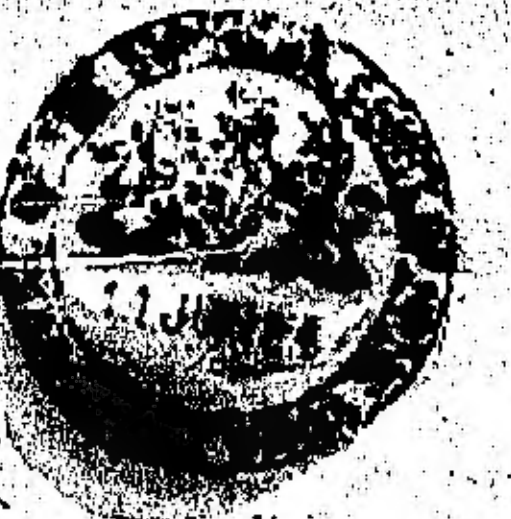
Vol. XL. No. 6550.

號二十月七年四十八百八千一英

HONGKONG, TUESDAY, JULY 22, 1884.

日一初月六年申甲

PRICE, \$2 PER MONTH.



AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOSCH, Ltd., 10, Abchurch Lane, E.C. HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. PARIS AND EUROPE:—GALLIE & FINCH, 36, Rue Lafayette, Paris. NEW YORK:—ANDREW WIND, 21, Park Row. AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally:—DEAN & BLACK, San Francisco. SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. O. HENNINGSEN & Co., Manila. CHINA:—Messrs. A. A. DE MELO & Co., 10, Street, Singapore. A. WILSON, NICHOLLS & Co., Pootung, Hongkong & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WAITE, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$7,000,000.
RESERVE FUND, \$4,344,919.

COURT OF DIRECTORS.
Chairman—A. P. McEwen, Esq.
Deputy Chairman—Hon. F. D. SARNOON.
C. D. BODDLEY, Esq.
H. H. DALRYMPLE, Esq.
W. H. FORBES, Esq.
M. E. SARNOON, Esq.

CHIEF MANAGER.
Messrs. THOMAS JACKSON, Esq.
Messrs. JAMES CRAWFORD, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BRANCHES.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Branches in London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, July 14, 1884. 1161

Notices of Firms.

NOTICE.

WE Have this day Admitted as a PARTNER in our Firm Mr. WILLIAM SNELL ORR.
Our PARTNERS now are Mr. THOMAS DEAS ROYD, Mr. EDWARD NELSON ROSE, Mr. THOMAS COVILL and Mr. WILLIAM SNELL ORR.
BOYD & Co.
Amoy, 1st July, 1884. 1086

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighteenth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on THURSDAY, the 31st Instant, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends. The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.
By Order, W. H. RAY, Secretary. 1123

Hongkong, July 6, 1884.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Sixth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 52, Queen's Road, on FRIDAY, the 1st August, at Three o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.
The Transfer BOOKS of the Company will be CLOSED from the 15th Instant to the 1st August, inclusive.
By Order of the Board of Directors, T. ARNOLD, Acting Secretary. 1158

Hongkong, July 12, 1884.

LAST.

ON Robinson Road, on the 15th July, a Small Bundle of KEYS, A REWARD will be given to whoever brings them to
Capt. STELLING, R.A.,
Rocklands, Robinson Road.
Hongkong, 15th July, 1884. 1170

D. K. GRIFFITH
HAS OPENED HIS
NEW PHOTOGRAPHIC STUDIO,
No. 1, Duddell Street,
In rear of the Chartered Bank of India, Australia and China.

THE New Rapid Day Plate, he is now working, are twenty times quicker than the old process and make Photographs of Children easy and certain to succeed.
The Studio is open daily, and Portraits are taken in any weather at Moderate Charges, while every care is taken to procure permanency of the prints.
New Views of Hongkong and the Chief Ports always ready.
Hongkong, May 24, 1884. 805

Intimations.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Company's Office, Hongkong, on WEDNESDAY, the 23rd Instant, at 12.30 p.m., to Confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:
That at the end of No. 121 of the Articles of Association, there be added the following Words, that is to say:—
'Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit.'

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 8, 1884. 1129

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 7, Queen's Road Central, at 12.40 p.m., on WEDNESDAY, the 23rd Instant, to Confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:
That at the end of No. 117 of the Articles of Association, there be added the following Words:—
'Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit.'

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 8, 1884. 1130

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 21st July to the 4th August, 1884, both days inclusive.
JARDINE, MATHESON & Co., General Agents.

Hongkong, July 17, 1884. 1133

THE LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 21st July to the 4th August, 1884, both days inclusive.
JARDINE, MATHESON & Co., General Agents.

Hongkong, July 17, 1884. 1134

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps, or other Remittances, and generally, correspondence as to the business of the Bank will, if marked On Hongkong Savings Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be Commenced on the 1st May, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 716

For Sale.

NEW SEASON'S TEA.

LANE, CRAWFORD & Co. have Received their Supply of their well-known PRESENT TEA

'THE CUMSHAW MIXTURE'

in 5 and 10 Catty Boxes.

They are now forwarding the first parcel to England, and will be obliged by Orders from those who desire to have

Boxes sent to their friends.

PRICE:—\$ 7.50 per 5-catty Box delivered FREE to any address
\$12.00 " 10-catty " " in the United Kingdom.

Hongkong, June 30, 1884. 1083

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in Hongkong will be CLOSED

On or before the 31st day of August Next, AND THE WHOLE OF THE STOCK is now offered at a REDUCTION of 25 per Cent. on the Market Prices.

Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co., VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 951

OVERSTRUNG TRICHORD COTTAGE

PIANOS,

by NEUMEYER & Co., WEIDENSLAUER & ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE, Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$250.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Apply to Prof. A. VITA,

4, Old Bailey Street. 1159

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

TENDERS for the CONSTRUCTION of an IRON LIGHTER of 250 Tons Capacity will be received by the Under-Signed, until Noon, on FRIDAY, the 1st August next. Full Particulars can be obtained at the Office of the Company. The Directors do not bind themselves to accept the lowest or any tender.
By Order, T. ARNOLD, Acting Secretary. 1208

PERSONS desirous of exchanging Spoiled ONE DOLLAR NOTES for CLEAN ONES may do so at the HONGKONG & SHANGHAI BANKING CORPORATION from this date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON, Chief Manager. 602

APPEL D'OFFRES.

ON fait savoir à tous ceux qu'il appartiendra:—
Que les personnes qui voudraient concourir pour le placement du steamer St-Augustin 1516 Tonneaux de jauge, could bas dans le port de Saigon, devront déposer leur soumission au Greffe du Tribunal de 1re Instance de Saigon, le 21 Août 1884 à 5 heures de son dernier délai.
Le 22 Août 1884 à 7 heures de matin le Président prononcera, après ouverture des soumissions, en faveur de l'offre la plus avantageuse.
Chaque soumission cachetée, écrite en français avec signature légalisée par le Consul de France de la localité, doit indiquer:—
1. Le prix demandé pour le voyage, renflouage et mise en dock le dit steamer, le prix nettement en cas de succès.
2. Le temps demandé pour conduire à fin les opérations.
Le vapeur est cédé par 12 mètres de profondeur moyenne.
Pour plus amples renseignements s'adresser à Saigon à
M. M. F. ENGLER & Co., Commissaires, 8, S. St-Augustin.

For Sale.

JUST LANDED AND FOR SALE.

A PARCEL OF NEW SEASON'S FOCHOW TEA

of the Finest Quality, Specially Selected for the Hongkong Market.

Prices:—
Boxes of 5 Catties ... \$ 3.50 each.
" 10 " ... \$ 6.00 " "
" 20 " ... \$ 12.00 " "

ALSO,
An Assortment of BEER from ALEXANDRIA. The Celebrated

MILWAUKEE

and ST. LOUIS ANHEUSER.

Prices:—
\$1.00 ... per dozen Pints.
\$3.00 ... " " Quarts.

JULES MUMM EXTRA DRY CHAMPAGNE.

Prices:—
\$11.00 ... per dozen Pints.
\$30.00 ... " " Quarts.

Orders promptly attended to.
H. ST. CLAIR GREELEY, Manager, HAWKINS Hotel.

Hongkong, July 18, 1884. 1115

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts ... \$20 per Case of 1 doz.

Pints ... \$21 " " 2 "

Dubos Frères & de Geron & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baster's Celebrated 'Barley Broo' WHISKY, \$72 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE.

NATURAL GERMAN MINERAL WATER (BIRSENER BRUNNEN)

in Pints and Quarts.

Pints ... \$9 per Case of 72 bottles.

Quarts ... \$8 " " 48 "

Apply to WIELER & Co.

Hongkong, July 18, 1884. 1190

Auctions.

PUBLIC AUCTION.

THE Under-Signed has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 23rd July, 1884, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN INVOICE OF JAPANESE WARE,

comprising:—

SATSUMA, KANGA, KIOTO, ISHANY and TOKIO VASES, JARS, BOWLS, PLATES, CARD DISHES, INCENSE BURNERS, ORNAMENTS, ENAMELLED WARE, GOLD and SILVER LAMPS, BRONZE WARE, ENAMELLED SCREENS, and ENAMELLED CUPBOARDS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, July 19, 1884. 1198

PUBLIC AUCTION.

THE Under-Signed has received instructions to Sell by Public Auction, on

FRIDAY,

the 25th Instant, at 11 o'clock a.m.,—

About 80 Cases JAPANESE CURIOS, Ex 'Verona.'

More or less damaged by Fire and Water.

Also, About 100 Bales COTTON and YARN, Ex Various Steamers.

The Cargo will be open for inspection after 8 o'clock on the Morning of the Sale.

TERMS OF SALE.—As customary.

HUGHES & LEGGE, Auctioneers.

Hongkong, July 21, 1884. 1207

PUBLIC AUCTION.

THE Under-Signed has received instructions to Sell by Public Auction, on

FRIDAY,

the 25th July, 1884, at Noon, at his Sales Rooms, Queen's Road,—

(For account of the concerned), THE BRITISH STEAMER 'MABLEBOUGH.'

As she lies beached on the HAINAN HEAD on the North Coast of Hainan.

Also, WHATEVER CARGO there may be on board the said Vessel.

The Vessel and Cargo will be Sold separately.

Terms.—Cash on the fall of the hammer. The Vessel and Cargo to be at the risk of the Purchasers on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, July 19, 1884. 1199

To Let.

TO LET.

No. 25, PRAYA CENTRAL.

Nos. 4, 7 and 9, SUTHERLAND TERRACE.

No. 7, GARDEN ROAD (NEAR LA 'HAIL-PERVILLE').

No. 44, GRAHAM STREET.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, July 14, 1884. 1094

GODOWN S-TO LET

PRAYA EAST AND WANGCHAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1882. 767

TO BE LET.

A FURNISHED HOUSE in one of the THROUGHS.

For Particulars, address J. D. B., c/o China Mail Office.

Hongkong, March 26, 1884. 547

TO LET.

THE PREMISES in MARINE HOUSE, Queen's Road, now occupied by the 'NOVELTY STORE.'

Apply to HONGKONG DISPENSARY.

Hongkong, July 14, 1884. 1168

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL.

For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, August 1, 1883. 223

STORAGE.

THE Under-Signed are prepared, from this date, to take GOODS on STORAGE in their Office Godowns, PRAYA CENTRAL.

RUSSELL & Co.

Hongkong, July 8, 1884. 1125

TO BE LET.

No. 6, UPPER MOSQUE TERRACE.

Possession from 1st May.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 6, 1884. 606

TO LET, FURNISHED.

TO LET, FURNISHED, No. 10, SIM MOU TERRACE.

Apply to MANAGER, China Mail Office.

Hongkong, April 15, 1884. 656

To Let.

TO LET.

GREENMOUNT, BOMMAN ROAD; from the 1st of September, 1884.

Apply to GILMAN & Co.

Hongkong, July 21, 1884. 1204

TO LET.

BUNGALOW, No. 33, THIRD STREET.

Thoroughly repaired and painted and with entrance through No. 1, WEST VILLA, Pokfulam Road.

Apply to BELLIOS & Co.

Hongkong, July 21, 1884. 1205

Shipping.

Steamers.

monera—wealthy ones in most instances. This state of affairs has now been altered. There are again to be princes, marquises, counts, viccounts and barons among the Japanese. The following is a portion of the imperial rescript:—

The high-born descendants of illustrious ancestors, who have achieved great and noble deeds, are the lustre of the State, and it is fitting that special honours should be conferred upon them, in token of the consideration in which I hold them.

It is no less fitting that particular honour be shown to those civil and military officers who signalled themselves while supporting me in this restoration of my rule, and that similar distinctions be conferred upon them likewise.

For these reasons, I hereby decree the establishment of Five Orders of Nobility in my Empire, that I may manifest my recognition of eminent services to the State.

It is presumed that an Upper Chamber will either be wholly or partially constructed out of these nobles at a later date. We cannot say the conferring of titles upon certain persons will result in any harm; at any rate it will not be an expensive proceeding for the Government, but we would prefer to see an Upper Chamber created out of men who have had longhanded experience in the highest grades of the service of various departments of the Government, and out of statesmen who have distinguished themselves, rather than that the Chamber should be simply composed of nobility. In the United States they appear to be able to do without a nobility, and our cousins across the Pacific would laugh at the idea of hereditary legislators.

A CHERISHED new novel, according to an American paper, "is about two children brought up among graves, the little girl being the daughter of the sexton. Their greatest pleasure is to play in the house, of which the girl grows up to become the regular driver. Owing to the usual machinations, the pair are separated, and the young girl taken captive, her lover coming to claim his bride with the horse, which is their only carriage. Undoubtedly, if no one else, ought to be pleased with this romance, which at all events can claim considerable originality."

A CORRESPONDENT of the *Strait Times* writes:—

"Sir,—For the sake of humanity, I send you the following recipe for that dreadful disease Beri-Beri.

The leaf 'Down Singogoo' is well known in this part of the world, and I have no doubt can be found also in the 'Straita'.

Take, say, a handful of the leaf 'Down Singogoo', and after cutting it up mix it with a handful of common 'Spinach'—Kaper Sanch, and add to it a small quantity (say a tea cup) of 'Spinach'. This will make a yellow watery paste, and has to be rubbed all over the patient's body, from his neck in a downward direction, and especially on the spine and legs.

The patient must also take a decoction of this 'Down Singogoo' boiled in hot water and a little brandy added to it.

I am aware of the chemical properties of this leaf, but can state that, although I have had some bad cases of Beri-Beri, a cure has been effected in every instance with the above recipe.

WAGNER seems to be the fashion everywhere just now, and M. Péro, a Parisian pianist, has struck out something new. He has undertaken to play the piano in the lion's cage in Péro's menagerie, and he loses his bet if his playing betrays any tokens of agitation or loss of his customary *swing-trail*. He seems to leave out of account the possibility of the lions improving a finale of their own to one of his pieces. While M. Péro discusses Chopin and Beethoven, Péro will put the lions through their exercises. It is to be hoped that one result of the experiment will be to demonstrate the truth of Congreve's line regarding the influence of music on the savage breast; and it is probable that with the tiger in the cage there is little to fear in any case so long as, at least, as M. Péro confines himself to Chopin and Beethoven. If he ventures on Wagner the consequences may be too awful.

As exciting scene was witnessed on June 11 in the Jardin des Plantes, Paris, when a workman fell into the bears' pit, and had a narrow escape from being devoured. The man had incautiously mounted the parapet of the pit, and while looking down at the bears (a male and female) he lost his balance and fell over on his head. Two persons who witnessed the fall immediately raised an alarm, and a crowd collected round the place. No one, however, ventured to lend assistance to the unfortunate man, who was lying on the ground with his pit bleeding profusely from a cut in the head caused by his fall. Several large pieces of bread were thrown to the bears in order to keep them away from a while from their probably victim. The female, however, was frightened by the noise of the fall, and retreated to a corner of the pit; but the male, seeing human blood, approached the man, and paved him for a few moments as if in play. The workman, at this time recovered from the stunning effect of his fall, attempted to close the bear's mouth with his hand. At the same time the people who had assembled above endeavoured to frighten the animal away; but their clamour only succeeded in making the bear more menacing, and with a fierce growl, he proceeded to gnaw the man's head. The spectators arrived at the critical moment and threw a rope to the victim, at the same time keeping the bear at a distance with long iron pipes. The man seized the rope, and was immediately hoisted up, the bear making furious efforts to jump after him.

The Hamburg correspondent of the *London and China Express* writes under date of June 10th:—

The establishment of the Angra Pequena settlement in South-Western Africa has led to a similar undertaking by a body of prominent Hamburg and Altona merchants, who have formed a company for the founding of a station in Patagonia, South America, with a view to establishing a trade between Germany and that country, which produces furs of great value. The pioneers of the new undertaking have left for Patagonia, which is still one of the least-known countries, and numbers only about 30,000 inhabitants, although it contains as many square miles as the whole German empire. Another similar undertaking appears to be

intended for Whale Bay, which is situated a few degrees further north than Angra Pequena on the south-west coast of Africa, and forms one of the best harbours on the coast of Western Africa. It is reported from Cologne that a German mining company intends to establish a mining undertaking at that bay, which was taken possession of in 1877, by Great Britain, but was never much valued by England.

The two Chinese ironclad corvettes recently built by the Vulcan Company at Stettin are to leave that port at the end of June. Probably the *Ting Yuen* and *Shen Yuen* will previously be docked at Kiel, on the Baltic. The engineers and their crew are already on board, while the sea-men are daily expected. The *Ting Yuen* is to be commanded by a German captain, Herr Yoss, but the master of the other vessel is not yet nominated. The crew are German, and they will sail under the German flag. They have been awaiting the solution of the Franco-Chinese difficulty, and now that matters are arranged they can leave.

During the past fortnight the movements on the river have been lively. The arrivals from the Far East have been the *Anua* (Jessen), from Hongkong, and *Gulf of Alaska*, s.s., from Kuradische, the departure being the *Pera*, s.s. (Russen), which left on the appointed day for her usual route, *Jahanna* (Bannan), and *Aquide* (Jesse), both for Hongkong, and *Northern*, s.s. (Watson), for Yokohama. The berth at present is occupied by the following vessels:—*Leviathan* (Stettin), for Hongkong, *Farrado* (Burgford), for Manila, the steamships *Bellona*, *Maevilla*, and *Ferrina*, for China, *Lipian*, *Iphigenia*, and *Eldora*, for China and Japan, all of the German Steamship Company, *Mercur*, s.s. (Williams), for Singapore, Hongkong, and Yokohama, s.s. (London, Sweden, English s.s., for Singapore, Manila, and Iloilo.

Canton.

(From a Correspondent.)

Canton, July 21st.

Some days ago a Hongkong and Shanghai Bank note came into my hands with the following sentiments expressed in Chinese. They express strong and widely prevalent feelings, entertained by the Chinese, which would be speedily carried into execution if all practicable. But, seeing that the duties of China would be endangered by any attempt to exterminate foreigners, the wily Chinese is influenced to some extent by his selfish interest.

Translation.—Oh paper, paper, how long will you be used before a day comes when we can kill all the barbarians! Then we can burn and transform you, exhort our people to be loyal and righteous, strengthen our country and succour the families, and capture the southern barbarians and western savages. At such a time we shall conquer, and, receding, our troops, the country will be peaceful and the people happy.

The above substantiates the opinion expressed by several Chinese of 'Incoercible,' which opinions appeared in your columns a few days ago.

So far as actual violence towards foreigners is concerned, there is nothing to report but that a bad feeling is prevalent amongst the people here. It was feared that at the close of the eight days fast by France there might be some outbreak amongst the people, and a feeling of relief, which caused us to breathe more freely, was experienced when the *Itis* and the *Pal* joined the *Daring* at this port.

Trade is dull and has been, according to Chinese testimony, since the ill-starred Sept. 10th.

The American Consul, I believe, has exerted himself most strenuously to impress upon the local authorities the rights and privileges of residents in treaty ports. This is a most laudable proceeding, as such impressions cannot be too frequently brought before them. The ignorance of both people and officials of anything outside their own classics, of the rights of foreigners, &c., is truly lamentable. The Chinese excuse themselves by saying: 'We cannot distinguish the people of one country from those of another,' hence they imagine themselves at liberty to abuse and insult all. It seems to many that China has some pretty severe lessons to receive from foreign nations before her people will respect the rights of peaceful private individuals. We have tolerated their insolence and pride long enough. The spirit that led to the first war still prevails, though modified by different circumstances. Still, on the other hand, unqualified approval can be given to the policy of the impulsive and yet distasteful policy of the French.

The question whether the French will come to Canton or not is exercising the native as well as the foreign mind. The presence of our friends, the Germans, regarded by some as presenting a difficulty to the French, but why they should stay away from Canton because there are Germans here any more than because there are English or Americans is a puzzle to the Chinese. The Cantoneses are the most rowdy of any class in China, and most bitter in their hatred to foreigners, and seeing that the lessons of the occupation of the city by the allied forces seem to be forgotten, it might do good to give them another. Most residents, I imagine, would prefer to be on the right side of the Bogue forts in case of a bombardment. The Chinese are not to be treated and much less may the Cantoneses. All sorts of reports are abroad. Some say fighting is going on on the borders of the Canton province.

It is said that the telegraph line between this and Hongkong is broken. I believe it is accidental.

There is again a report that the river is to be blocked. Though contrary to international law, I can imagine the Chinese stupid enough for anything.

But, in justice to the local authorities, I must state that a proclamation put out in consequence of the recent disturbance near

Foochow.

THE RENDEZVOUS OF THE FRENCH FLEET.

The news from Foochow, brought in by the *Nemosa*, Captain G. D. Piteau, this afternoon, fully explains the intense excitement indicated in the special cablegram which we received from that place on Monday last. When the *Nemosa* left Foochow on the 18th instant, Admiral Courbet, in the *Volta*, had already arrived at the Pagoda Anchorage; and Admiral Lespes was hourly expected. The *Aspic* arrived at Pagoda Anchorage on the 16th instant, the corvette *Duguay Trouin* was entering the river Min as the *Nemosa* passed out on the morning of the 18th; the gunboat *Lyne* was at anchor outside the bar, while the ironclad *Bayard* was under Master Min. In addition to these vessels, Admiral Lespes was expected to bring with him four other vessels. This would raise the fleet of French men-of-war at Foochow and vicinity to nine vessels. It is evident from this that popular rumour was correct in fixing on Foochow as the probable guarantee which France was to make in the event of her claims being rejected.

The French cruiser *Hamelin* arrived in the River Min from Shanghai on the 14th instant. In going up the river she went on shore on a sand bank opposite the Tai Chi Rocks, above Spitalfield and Flat Islands, and during the night broke her back. It is reported that Admiral Courbet has ordered the *Hamelin* to proceed to Hongkong, probably under convoy. The journey would be a perilous one in her present seriously damaged condition.

NOTES FROM THE METROPOLIS.

(From our Correspondent.)

June 14th.

A very pretty Lawn Tennis invitation card has just been brought out. In one corner at the top is the sketch of a net, in the other two tennis bats crossed and three balls between them. Underneath is 'At Home' and in the corner at the bottom 'Lawn Tennis'.

A gentleman writing from Portsmouth to the 'Field' suggests an improvement for tennis lawn in the shape of a novel ball finder and fetcher. 'It astonishes me,' he says, 'that retrievers are not more used for lawn tennis purposes. I have one perfectly trained and I find him invaluable to myself and much appreciated by my friends.' This clever animal has been taught never to cross the lines of the court, nor to pass underneath, but to fetch each ball which goes to the rear of the court, and to deposit them dry and undamaged in whatever corner his master may be. Long prices are paid for retrievers for cove-throwing and it is suggested that they might be made equally valuable for a game steadily increasing in favor.

At Wimbledon on the ground of the all England Club, handsome dressing-rooms have been erected, where players may enjoy the supreme luxury of a bath after a long and hard bout at tennis. The picture of 'Lawn' rising from the bath which I saw last Saturday was one which would interest all athletes.

The last waltz is 'Simpatica' by Bucalossa, the composer of 'My Queen' waltz. The composition of dance music now-a-days is, if popularity be attained, highly remunerative.

The Transvaal still promises to be the coming country. A Transvaal farm offered in London six months ago for £12,000 found 'many a buyer.' It was sold a fortnight ago in Natal for one half only—£20,000, the purchasers agreeing to expend a further £10,000 in machinery for gold. Experts have lately valued this property at one million sterling. People are beginning to prophesy a big rush to South Africa, and trade, which a year ago languished terribly, has greatly revived. Australian and American miners are on their way in hundreds and thousands, one ship from Melbourne alone carrying 350 miners.

Our gardeners here are beginning greatly to appreciate the Rhododendron and its cultivation is assuming rare results. Paris just now is gorgeous with magnificent coloring and at the Health Exhibition it lends vast aid to the outside decorations. In the country I saw one whole avenue.

To the Government Mr. Bradlaugh is as the sandal in the curry (N.B. Very hot sandal). He is deep just now in the Marlborough pension and is taking up all sorts of old grievances of malpractices and embezzlements by the Blenheim here. We are told that he received no less than £20,000 as bribes from the bread contractors and if half of it is brought forward he, the old Duke must have been an uncommon 'bad lad.'

Some people have money and no brains; other individuals than the 'unfortunate noblemen languishing in Dartmoor' have cause to remark. 'You would scarcely think that even a woman would choose to attend the Derby with her small fortune of £300 in her pocket. But this happened, and it is not unusual to think that there should not be wanting an enterprising thief to relieve her of the sum.' Augustus Forché, chief of Baron Rothschild, met the lady capitalist on the race-course, drove her back to London in a cab, and made himself master of

the whole sum named. In London they parted company and the loss was shortly after discovered. A detective was now on the gay foreigner's track and he is now committed for trial.

LOSS OF THE SPANISH CRUISER 'GRAVINA.'

The following particulars regarding the loss of the Spanish war vessel *Gravina* are translated from *El Comercio*:—

News of the loss of the *Gravina* reached Manila on the night of the 14th July. The vessel left Manila on the 8th instant, when the weather was fine. On the 10th she was caught in a typhoon, which raged in the China Sea. The *Gravina* was despatched to her assistance as soon as the news of the disaster became known in Manila. It seems that after steaming a day and a half, the commander of the vessel found that the barometer was falling, the course of the vessel was into the typhoon. The course of the vessel was then altered to the south. On the altered course, the nearest port of refuge was the island of Paga, to the N. of Gayagan. As the vessel was at that time in the vortex of the typhoon, the commander ordered the engineer to go full speed with the intention of beaching the vessel. She was soon after beached with such force that the *Gravina* was nearly broken to pieces amongst the rocks and sands. The water rushed her from all sides. No life had been sacrificed up to the time the vessel was beached, but the question now was how the crew and officers were to reach the shore. Some got to the shore in boats, and others by holding on to planks and barrels. One of the boats, unfortunately, disappeared among the rocks. In this boat were one officer, a quartermaster, and seven seamen. A brave officer, named Montijo, with sixteen men, got into a boat and proceeded to Aparri, where they reached after thirty hours of privation and suffering. The quartermaster promptly rendered them assistance, and despatched a steamer to the shipwrecked men in Paga. Nothing further had been heard from the scene of the wreck when the mail left.

Mr. Sangster, the Registrar of the Court, then read the statement, which was as follows:—In answer to the charges I can only say, first, that I did not wish or attempt to set fire to the ship. Had I meant to do so I should scarcely have chosen the middle of the day when every one was about. I only set fire to the sails. The reason I had for doing so was that I and the crew might be able to get some redress, and at the same time to get rid of the sails. The way he has treated his crew is scandalous. The crew are here; you know your Lordship heard their evidence? His Lordship.—Make your statement first. The Attorney General:—I believe the prisoner has a written statement of the facts, and I am unable to read it. I have no objection to it being read.

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SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Sir G. Phillips, Chief Justice.)

Tuesday, July 22.

The July Criminal Sessions were commenced this morning. There were only three cases on the calendar. The first was *The Attorney General* (the Hon. E. L. O'Malley) prosecuted. He was instructed by Mr. A. B. Johnson, Crown Solicitor.

THE FIRE ON BOARD THE 'Wm. PHILLIPS.'

The first case tried was the one in which the Queen charges George Sanders, first, with feloniously, unlawfully and maliciously setting fire to the ship *Wm. Phillips*, then lying in the harbour, on the 9th July, 1884; and, second, with feloniously, unlawfully and maliciously attempting and endeavouring by then putting kerosene oil on certain sails in the hatch and setting fire thereto to feloniously and maliciously set fire to the said ship or vessel, then lying in the harbour of Victoria on the day and year aforesaid.

Prisoner being asked if he was guilty or not guilty said:—I am not guilty of the first charge and only half guilty of the second charge. I only played guilty to setting fire to the sails, not to the ship. The other charges were then dismissed. The jury were then asked to return a verdict. The verdict was:—Guilty of the first charge, and not guilty of the second charge.

The Attorney General briefly recounted the facts as alleged by the prosecution. He might say that he relied on the second count, rather than on the first, because as a matter of fact the ship was never set fire to.

The carpenter of the *Wm. Phillips* was the first witness called. About 2.30 on the afternoon of the 9th July, a Chinaman drew his attention to some smoke which was issuing from one of the hatches on the poop. He opened the hatch and entered the store and found some sails burning. He poured water on the fire, and then took the sails out. About 10 minutes before his attention was drawn to the smoke, he saw a prisoner come out of the foremast of the two hatches on the poop. After the fire had been put out, prisoner came out of the foremast, and went into the hold where witness was and said to him: 'You look out; you had better see all is straight.' Witness did not attempt to prisoner meant by that. Prisoner afterwards said: 'I shall burn you of home and ship if it were all straight.'

Prisoner to witness:—After the fire was over did I not come up to you and ask you if it was all straight? Witness:—No.

In reply to his Lordship, witness said the sails were in fire in three different places. One of the beams of the deck was a little burned.

Charles Johnson, seaman, gave evidence to the fact of setting the fire on the ship. He went into the hatch he found the oil feeder prod on top of the sails near where the fire was. He saw no flames. After the fire he heard prisoner say to the carpenter while the latter was engaged putting the sails: 'Let it alone; it is all right.'

Young Ling, who had been acting cook on board the *Wm. Phillips* at the time of the fire, said that about two o'clock on the afternoon of the 9th July, while at work on deck, he saw a prisoner come out of the foremast of the two hatches on the poop, and fill the oil feeder prod in Court from a tin of kerosene oil. He did not see where prisoner took it.

Prisoner here said he went forward with the oil feeder and filled the lamp, and then the little prod remaining he took all and poured on the sails.

Choung Ling, a carpenter who had been on board acting as interpreter at the time of the fire, said he remembered seeing a man something like the prisoner coming out of the foremast of the two hatches on the poop, and then the little prod remaining he took all and poured on the sails.

With the exception of a negro cook, there were 8 men before the mast, and a crew altogether including himself. Prisoner had been five months in the ship up to-day. The last voyage the ship made was from Adelaide to Hamilton Bay in Western Australia; thence to Hongkong. At Hamilton Bay the crew refused to work, and the Magistrate there suggested that the only safe way to keep them was to put them into prison until the ship sailed. When the fire occurred, all were on board except the mate and witness himself. Thomas E. Potter, then was the American Consul, and the prisoner was the American Consul, and the Consul dismissed his case. Under these circumstances, there was no justification for setting fire to the sails. The question the jury had to try, however, was whether in setting fire to the sails, the prisoner intended to destroy the ship. If they could not find he had this intention then he was not guilty of any felony, as the Legislature had not included the setting fire to goods in a felony or ship in the Ordinance. His Lordship then commented on the fact that the sails were set fire to at a time when there was every chance of its being immediately observed. In his own opinion he thought the setting fire, even under these circumstances, to sails on board a ship should be made a criminal offence. The jury, after a brief consultation, returned a verdict of not guilty by a majority of one, four to three.

MALICIOUS WOUNDING.

Chan Po was found guilty of having maliciously wounded a Chinese medical at To Wan some time ago. The injury was caused by a choppy, and the doctor was very severely injured. The assault is said to have been caused by the Doctor saying he suspected Chan and a confidential way was also charged but who was acquitted, with having stolen some of his clothes. Sentence was reserved.

PIRACY.

Wong Ahong and Wong Asik were found guilty of piracy of the ship *Yan Lee* just on the High Seas on the 25th February. Sentence was reserved. The only witness over and above the Police was the owner of the junk.

Marine Court.

(Before H. G. Thomson, R.N., Harbour Master.)

Tuesday, July 22.

REFUSAL OF DUTY.

Felipe Aguilar, Fulgencio Arbolio, Ruperto Ramon, Alfonso Avallone, and Euplio Lardiz, seamen belonging to the German brig *Tartar*, were charged by Hans Molde, master of the *Tartar*, with refusal of duty on the 19th inst. The evidence of Captain Molde was to the effect that the defendants, who joined the ship at Manila, on the 1st of July, refused to return with the ship to Manila, where she was going directly. They also refused to work, saying they wanted their discharges. The man had received a month's advance.

Defendants stated that they had been ill-treated by the complainant and they would not go back to the ship. They were sent to goal for fourteen days' hard labour, subject to the orders of the captain.

Police Intelligence.

(Before A. G. Wice, Esq.)

Tuesday, July 22.

LARCENY.

A Ali, a copper-smith, was convicted of stealing two metal pipes, worth £1.50, the property of Chun Asin, a contractor, on the 21st inst. Defendant was seen leaving Lammet Atkinson's godown with the two pipes in his possession. He was sentenced to fourteen days' hard labour.

Li Aying, described as unemployed, was sent to goal for fourteen days' hard labour for stealing three pairs of stockings, worth 90 cents, from a shopkeeper named Sir Loong Kit. Defendant entered the shop to buy some stockings but did not like those shown to him. He was seen however to put something up his sleeve and was stopped as he left the shop. He had, of course, no intention of stealing the stockings, he only took them outside to examine them.

CORRESPONDENCE.

To the Editor of the 'CHINA MAIL.'

SIR,—The question that has been occupying public attention for the next few weeks is, will the Chinese Government be able to satisfy the French that they are not directly implicated in the Langson affair. On the answer to this depends the question of peace or war. If the Chinese succeed in making out a fairly satisfactory case that the attack on the column proceeding to occupy Langson was the result of accident or misunderstanding or even that disobedience of orders, then I think there is every probability that the final appeal arms will be avoided. Public opinion in Europe, and I doubt not in France as well, would not justify a resort to forcible measures for anything less than reasonable proof that the outrage was directly and wilfully perpetrated. If the act was the act of any subordinate, all that justice could fairly demand would be its disavowal and the punishment of the offenders, with possibly a more or less moderate fine as reparation for loss sustained. On the other hand, there is reasonable ground for believing that the Chinese Government either authorized the outrage, or condoned or adopted it after being fully advised of the facts, then France is fully justified in demanding what she pleases and, if it is refused, in proceeding to enforce it.

There is no doubt affairs are approaching this critical condition. The delay of the Chinese Government in making the disavowal tells heavily against them. In the absence of the case of a person who instructs his agent to do an act and who by subsequent ratification accepts the act which the agent first did on his own authority. In either case the principal is equally responsible. The Chinese Government by its silence has drifted into this position and it is an open question whether the disavowal even if now made in the clearest terms can or ought to be deemed satisfactory.

There is only one ground on which I can conceive the Chinese able to justify their silence. It is that they are waiting for the French minister to now about to put, and that is as to the terms of the convention. They may argue that they regarded it as the sort of armistice pending the final and conclusive Treaty which was to be made within three months. That ground, if it is true, is out from their feet by the very terms of the 2nd article of the Treaty, which stipulates that China will immediately withdraw the frontier Chinese troops now stationed in Tonquin. But they may say that they have been misled by the Chinese Consul at Langson. There is no character which corresponds exactly to the 'Name.'

draw attention to the Captain's ill-treatment of his crew. The Captain, in answer to the question as to whether there was any truth in the prisoner's statement, declined to answer on the ground that he might be charged with perjury; and his Lordship thought that under the circumstances it might be assumed there was some truth in the prisoner's statement. It was, however, certainly not the proper thing for the prisoner to go and set fire to the sails. The men went on board an American vessel with their eyes open, and the proper person for them to complain to was the American Consul, and the Consul dismissed his case. Under these circumstances, there was no justification for setting fire to the sails. The question the jury had to try, however, was whether in setting fire to the sails, the prisoner intended to destroy the ship. If they could not find he had this intention then he was not guilty of any felony, as the Legislature had not included the setting fire to goods in a felony or ship in the Ordinance. His Lordship then commented on the fact that the sails were set fire to at a time when there was every chance of its being immediately observed. In his own opinion he thought the setting fire, even under these circumstances, to sails on board a ship should be made a criminal offence. The jury, after a brief consultation, returned a verdict of not guilty by a majority of one, four to three.

Some attempt to abash out of the difficulty in this way will be made, I have no doubt. I cannot conceive that the Emperor and his Council have made up their minds to burn the French at the French and brave the consequences. If they had wished for war, they might have had it any time these past twelve months. Then, too, they would have had at least some hope of right on their side. Now they have put themselves hopelessly in the wrong, and it is hardly to be supposed that they have done this deliberately, simply in order to create a rupture. That they will therefore be prepared to offer some defence or explanation of their conduct may be assumed, but the question is, how far are the French likely to allow any weight to any possible excuse they can offer, and to what extent will they be inclined in consequence to reduce their bill for damages. It is hardly of greater or less amount will be exacted of that there is no doubt, and rightly too, as a fine or penalty for breach of the convention, whether wilful or by default. Much will turn upon the amount. China would, I believe, pay one or two millions sterling. That much she might manage to give down, but such a sum as twenty millions or so, certainly will not agree to. If France insists upon that it simply means that both powers must prepare to fight at once.

The person who is most to be commiserated in the whole business is Li Hung Chang. Not only has this plan of settlement fallen to the ground, but there is reason to fear that it may have partly been through his negligence that the *Gravina* has come about. He, at all events, must have been aware that one of the usual points of the convention was the immediate withdrawal of the Chinese troops. Did he, as his duty bound, bring this to the notice of the Throne and see that the necessary decree was forthcoming or present if it was not? I fear not. I have every reason to believe that a decree was sent to Fatai of Kwangsi, specially directing him not to retire from the positions he held in Tonquin. Did Li Hung Chang point out that this was inconsistent with the international agreement which he had just made, and that the duty of China was to see that the duty of the contrary sense? These are pertinent questions to which it will be difficult for him to avoid giving an answer. China has not the reputation of dealing very gently with those of her agents who have made a mess of affairs, and it is by no means improbable that his enemies may out of this contrive to work his ruin. There would perhaps be a sort of rough justice if he were made to pay the French some many tens or hundreds of millions of taels which he is believed to have amassed.

I am, Sir,

Yours obediently 'VOX.'

[The above argumentative letter was, of course, written prior to the recent events at Shingai, of which we have received telegraphic intelligence, and its writer also does not appear to have been in possession of any information respecting the secret agreement, which was not accepted.—Ed. C. M.]

Quotations.

HONGKONG, July 22.

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" Old " " 587/5/0
" New Benares, cash, 585
" Old " " 582
" New Malwa, credit, 520
" Allowance, Tels., 49/48
" Old Malwa, credit, 540
" Allowance, Tels., 48/50

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The whole of the ROOMS have been newly FURNISHED throughout, and there are ROOMS suitable for either Married Couples or Single Persons.

THE TABLE will be supplied with the BEST of the market can provide.

THE WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GASTRONOMES desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor.

Hongkong, February 28, 1884.

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of Vessels. THE ENRIKE Works in connection with the Dockyard are under the direction of experienced ENGINEERS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.

Nagasaki, March, 1884.

ROUTE SIM & Co.'s PATENT ANTI-FOULING COMPOSITION.

as supplied to

Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Company; The Japanese Government.

Sole Agents, China, Japan, and Manila, EDWARD GEORGE.

Hongkong, January 31, 1884.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDRERS, &c., WEST POINT IRON WORKS.

HAVING This Day commenced business, are ready to undertake Work of the above Descriptions under the Supervision of an Experienced Engineer, and at moderate rates.

24th September, 1883.

NEWS FOR HOME.

The Overland China Mail.

(Overland Mail Paper in China.)

PUBLISHED at the "CHINA MAIL" OFFICE in TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-printed matter.

THIS Mail Issue is chiefly compiled from the daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a full record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Consular Summary.

Subscription, 50 cents per Copy (postage paid 52 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to Geo. MURRAY BARR, China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily China Mail.

FREDERIC ALGAR, COLONIAL, NEWSPAPER & COMMERCIAL AGENT.

11, Clement's Lane, Lombard Street, LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

GILMAN & Co.

Hongkong, January 1, 1882.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 23rd Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. To be followed by the S.S. CITY OF TOKYO, on FRIDAY, 25th August, at 3 p.m.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passage—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Re-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 22nd instant. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined for ports beyond San Francisco should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong.

F. E. POSTER, Agent.

Hongkong, July 21, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON AND ANTWERP.

ON THURSDAY, the 24th July, 1884, at Noon, the Company's S.S. *IRADADY*, Commandant (Pangloss), with MAILED, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 24th July, 1884.

Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 24th July, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

I. MARTIN, Acting Agent.

Hongkong, July 11, 1884.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *GANGES*, Captain W. R. ANDRONS, with CARGO, will leave this Port for SUEZ CANAL and usual Ports of Call, on THURSDAY, the 31st July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Species (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Casagrande Passengers for MARSEILLES.

A. McIVER, Superintendant.

Hongkong, July 21, 1884.

KOWLOON FERRY.

The Launch *Morning Star* will run as follows during the Summer Months:—

WEEK DAYS. SUNDAYS.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 P.M.

8.00 " 9.00 " 7.30 " 8.00 "

8.40 " 9.40 " 8.10 " 8.40 "

9.40 " 10.40 " 9.10 " 9.40 "

10.40 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.15 " 2.40 " 3.45 " 4.00 "

3.30 " 4.30 " 4.15 " 4.30 "

4.50 " 5.10 " 4.40 " 5.00 "

5.20 " 5.35 " 5.15 " 5.30 "

5.50 " 6.00 " 5.45 " 5.50 "

6.15 " 6.30 " 6.15 " 6.30 "

6.45 " 7.00 " 6.45 " 7.00 "

7.15 " 7.30 " 7.15 " 7.30 "

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the P. and O. Co.'s Factory.
 3. From P. and O. Co.'s Factory to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
- Section.
5. From P. and O. Co.'s Office to Peddars Wharf.
 6. From Peddars Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Alwino	h. Moss	Ger. str.	400 July 18	Wilder & Co.	Saigon	To-morrow
Ansoy	c. Potts	Brit. str.	814 July 22	Siemens & Co.	Holbo	To-morrow
Amadis	c. Handin	Brit. str.	622 July 20	Russell & Co.	Holbo	To-morrow
Anton	h. Schrader	Ger. str.	306 July 21	Wilder & Co.	Saigon	To-morrow
Ascalon	c. Morris	Brit. str.	1625 July 22	Siemens & Co.	Holbo	To-morrow
Batouan	c. Epitimo	Span. str.	340 July 19	13 Castan	San Francisco, &c.	To-morrow
City of New York	c. Cobb	Amer. str.	902 May 10	12 P. M. S. N. Co.	Coast Ports	To-morrow
C. T. Hook	c. Jarvis	Brit. str.	902 May 10	12 P. M. S. N. Co.	Coast Ports	To-morrow
Douglas	h. S. Ashton	Brit. str.	306 July 22	Russell & Co.	Holbo	To-morrow
Emmola	h. Hutchison	Ger. str.	117 July 18	H. K. & W. P. Dock Co.	Tug Plying	
Fane	c. Stapan	Brit. str.	117 July 18	H. K. & W. P. Dock Co.	Tug Plying	
Forania	c. Paulsen	Ger. str.	117 July 18	H. K. & W. P. Dock Co.	Tug Plying	
Fushun	c. Crow	Brit. str.	1435 July 21	Gibb, Livingston & Co.	Sydney, &c.	26th inst.
Glenavilla	c. Wright	Brit. str.	1385 June 28	H. C. & M. S. N. Co.	Sydney, &c.	26th inst.
Haiman	c. W. Moore	Brit. str.	1445 July 17	E. & O. S. N. Co.	Bombay, &c.	26th inst.
Haverton	c. Windham	Brit. str.	1045 July 17	E. & O. S. N. Co.	Bombay, &c.	26th inst.
Idani	c. Wallace	Brit. str.	981 Mar. 12	17 E. & O. S. N. Co.	Bombay, &c.	26th inst.
Kashgar	c. Webber	Brit. str.	802 July 17	17 E. & O. S. N. Co.	Bombay, &c.	26th inst.
Kong Bong	c. Andrew	Brit. str.	763 July 12	12 Arnold, Karberg & Co.	Shanghai	To-day
Kwang Lo	c. Leitch	Brit. str.	820 July 16	16 Arnold, Karberg & Co.	Shanghai	To-day